

MARAD Ship Disposal Towing Requirements

Where towing services are subcontracted activity:

Whenever possible, towing subcontracts shall be awarded to towing companies whose towing vessels are either: a) inspected by the United States Coast Guard, b) classed by a Coast Guard reconized Classification Society, or c) have a safety management certification from an industry-recognized certification program*. Where international tows are concerned, towing contracts shall be awarded to towing companies that comply with the International Safety Management (ISM) Code.

* Such as International Standards Organization (ISO) 9000 series certification, or the American Waterways Operators (AWO) Responsible Carrier Program, or any other safety management system recognized by the U.S. Coast Guard.

1. The Contractor is responsible for ensuring all United States Coast Guard towing and transfer requirements including, but not limited to, towing preparations, notifications, inspections, insurance, emergency response and procedures are met for all vessels upon departure from any MARAD reserve fleet or location where an obsolete vessel is moored. Towing Plans and submittals must be in compliance with all United States Federal Requirements.
2. The Contractor is responsible for any vessel tow preparations, and towing requirements necessitated by the country and local jurisdiction where the vessels will be dismantled including any regulations from those countries whose territorial waters the tow will transit through.
3. The Contractor is responsible for any and all additional requirements related to vessel tow preparations and towing operations pertaining to the vessels, as required by the U.S.C.G., Independent and/or Insurance Surveyors, Towing Companies and any other Government agency having jurisdiction for the entire towing sequence.
4. The Contractor is responsible to ensure all tow surveys, insurance surveys, and any other inspections have commenced not later than 5 days after contract award so as to not delay the towing of the vessels.
5. The Contractor is required to meet with the Fleet superintendent upon completion of all required surveys and inspections to discuss actions and plans resulting from surveys and inspections.
6. The Contractor shall provide a performance schedule for the preparation and towing for all vessels listed in this contract.
7. The Contractor shall provide the COTR, a daily situation report for each tow that will identify the date, report time, location of the tow (Latitude and Longitude), current and forecasted weather and sea conditions, ETA, a brief description of the tow situation and proposed action in the face of inclement weather.

Liquid Loading Plan

The Contractor is required to meet with the Fleet Superintendent upon completion of all required surveys and inspections to discuss actions and plans resulting from surveys and

inspections. (See Obsolete Vessel(s) tow preparation responsibility.) The Contractor shall provide a liquid loading plan that will cover the transfer of any liquids on board the Obsolete Vessel(s) and or ballasting the Obsolete Vessel(s) to the required trim and stability resulting from an authorized Marine Surveyor's trip and tow survey. The liquid loading plan shall be submitted to the COTR, with a copy to the Fleet Superintendent. The liquid loading plan shall provide the methodology to transfer liquids on board the Obsolete Vessel(s) and or ballast the Obsolete Vessel(s) to the trim and stability requirements of the attending Marine Surveyor's trip and tow survey. The liquid loading plan shall be submitted prior to commencement of the transfer of liquids on the Obsolete Vessel(s) and or ballasting of the Obsolete Vessel(s) for trim and stability. The liquid loading plan shall address all aspects of liquid transfer on board the Obsolete Vessel(s) and or ballasting the Obsolete Vessel(s), in detail, including electrical power requirements, pumps, tank opening and closing plan, liquid transfer plan and emergency response actions. The liquid loading plan must be compliant with the trip and tow survey and shall include the appropriate safety requirements necessary to secure the Obsolete Vessel(s) as the end of each work shift. The transfer of all liquids on board the Obsolete Vessel(s), regardless of the source and the destination shall be part of the liquid loading plan. Under no circumstances will liquids be discharged overboard from the Obsolete Vessels(s) without first consulting with the Fleet Superintendent and obtaining all required approvals.

Oil Spill Management Plan

The Contractor shall be responsible for having an Emergency Oil Spill response plan or obtain the services of an SMC (Spill Management Company) for all phases of the towing evolution. This plan shall have available, during all vessel towing operations a Qualified Individual (QI) who shall be available 24 hours a day, 7 days a week to act on the contractor's behalf to provide contingency planning and organized response in case of an oil spill during tow operations. The Contractor shall provide the COTR the name of the SMC and the QI not later than 10 days after contract award. The Contractor's responsibility will start the moment the Contractor's tugs accept the vessel for tow.

Transfer Of Vessel Custodial Responsibility

The Contractor shall assume all custodial responsibility for each vessel during towing operations from the specific point in time when the vessel is broken out of the berthing nest in the fleet and physical control and custody of the vessel passes from the MARAD fleet personnel to the harbor pilot and the Contractor's tugmaster.